The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.



VOLUME 20 NO. 5

SEPTEMBER-OCTOBER 1981



OUR MOST GRACIOUS HOST & HOSTESS AT THE LOC MEET PRESIDENT DICK CHAPMAN AND HIS LOVELY WIFE FANSY



The Fork & Blade

(USPS 055-430) Lincoln Owners' Club Inc. P.O. BOX 189 Algonquin, II. 60102

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THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

THE FORK & BLADE (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, II. 60102. Second class postage paid at Algonquin, II. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

EDITOR FORK & BLADE P.O. Box 189 Algonquin, II. 60102

PUBLICATION DEADLINES

December 15 JanFeb. Issue
February 15 March-April Issue
April 15 May-June Issue
June 15July-August Issue
August 15 SeptOct. Issue
October 15

MEMBERSHIP DUES are \$10.00 a year, of which a portion is applied to a calendar year subscription to the FORK & BLADE magazine. Memberships are nonretroactive and commence on January 1 or date paid, and expire on December 31. New memberships received between November 1 and December 31 are valid for the remainder of the year in which paid, plus the following year.

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Special Projects

1. 1924-1930 L	ncoln Service Bulletins	 \$30.00
2. 1931-1935 Li	ncoln Service Bulletins	 25.00
	overs for 1924-1935 Linc	5.00
4. L Lincoln Sh	op Manual	 20.00
	hassis Parts Catalog, (o	5.00
	ody Parts List Catalog, (5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, II. 60102.

TWENTY THIRD ANNUAL LINCOLN OWNER'S CLUB MEET

One of the finest Lincoln Meets we have attended is now history. Several members arrived on Thursday in anticipation of the week-end affair.

Friday morning, August 7th was a beautiful time for the swap meet. The vendors and purchasers were so anxious to make deals that they never made it to the planned area and all swapping was done in the parking lot when trunks were opened and the goodies were exposed to the eyes of the needy.

In the afternoon, a full busload of Lincoln enthusiasts, plus three following vehicles for the overflow, had an interesting tour of Indianapolis with excellent narration by our tour guide, Dick Chapman. Indiana was the home of some 200 automobile manufacturers which included Auburn, Cord, Cole, National, El Car, McFarland, Marmon, Overland, Stutz and Duesenberg.

We stopped to view the building where Stutz was built from 1911 to 1935. Harry C. Stutz designed and built the first 4 cylinder. Bearcat and Bulldog became well known. He left the company in 1920 to build the H.C.S. In 1931, Stutz cars reached engineering climax with the DV-32. However, sales fell off in 33 and 34 and the company closed in 1935.

Next stop on our route was the site of the Duesenberg plant. The Duesenberg brothers built their first

car in 1920 at Elizabeth, New Jersey. It was America's first straight 8 and, also, a first for 4 wheel hydraulic brakes. The successful car needed a new plant and Indianapolis was chosen so as to be near the "Indy"500 Track. Although Fred Duesenberg was a good engineer, he was a poor businessman. In 1926, the company was bought out by E.L.Cord, then president of Auburn. The Duesenberg brothers were in charge of engineering and, with Cord's drastic styling changes, produced the very successful Model "J". The company finally went out of business in November, 1936.

The third interesting building in view was the home of the Coles. Joseph Cole worked with the Parry and Moon automobiles and, using his own money, started his company in 1907. Everyone of the components was purchased from other manufacturers since Cole believed no one company could be expert at all the needed assemblies. In 1925, when he saw the intense General Motors' competition coming on, Cole stopped production and liquidated the equipment and, as a wealthy man, went on to other interests.

Last of the buildings on our tour was the Marmon plant. In 1902, Howard Marmon built the first Marmon, an aircooled V-twin engine. Over the years, the Marmon grew in size and power and won the Indy 500 in 1911 with the "Wasp". Later, as the depression wore on, Marmon went bankrupt and closed in May 1933.

(continued next page)



TWENTY THIRD ANNUAL

LINCOLN OWNERS' CLUB MEET Continued ---



At the conclusion of the tour of the city, our destination was the lovely home of Dick and Fansy Chapman. It was a beautiful evening for an outdoor cocktail party and a catered cookout. The Lincoln Owners' Club is fortunate to have such a gracious host and hostess as members.

Saturday morning, twenty goreous Lincolns lined up for a parade to the meet location on the grounds of the Speedway Complex. The cars were parked according to their year, making a very impressive double line in the tree shaded area. At 3:00 the Lincolns were driven on two complete laps of the Speedway Track. They were then allowed to line up in Indy fashion, 3 abreast and space between the rows, to the delight of the many photographers on hand. Judging and touring the track completed, we returned to the motel to don our finery for the evening festivities.

Our cocktail party was held in the Valvoline penthouse suite overlooking the whole Speedway Complex. A very impressive setting for automobile enthusiasts, as we could all imagine the excitement that prevails on race day. From there, we adjourned to the Speedway dining room for an excellent dinner.

BEST OF SHOW --

Then on with the awards! The judges, divided into several teams by Chief Judge Tom Powels, did a fine job. The award winners were as listed below this article.

The evening was topped off with music for our listening and dancing pleasure by the Von Esson Sisters. This meet, planned and carried out by Dick and Fansy Chapman, will be a tough act to follow. However, knowing the ingenuity and resource-fulness of the Lincoln Owners and their club, we are already looking forward to next year.

If this report has given you the impression that you missed a good meet and those 70 some people that attended had a marvelous time, I have accomplished my objective. Bring out more of those great Lincolns! If you don't have a car as yet, come out and join in the camaraderie of an enthusiastic group with a common interest.

See you all in Hershey!!

Louise Pearson



OLDEST LINCOLN - Gerald Nau's

1922 Phaeton

FURTHEST DISTANCE DRIVEN - Jerry Daugherty's

1929 Sedan

BEST OPEN. EARLY - Dr. Wallace Sadowsky's

1928 Phaeton

BEST CLOSED, EARLY - Paul Van Stratton's

1929 Sedan

BEST OPEN, LATE - Ken Kenewell's

1931 Convertible Coupe

BEST CLOSED, LATE - Roy Warshawsky's

1937 Town Car

1938 Convertible Victoria

Ernest Stern's

The Venerables Line Up

Lincoln Meet, August 8, 1981. From lower left, up to center top and down to lower right: Jerry Daugherty's '29 Sedan (Furthest Distance Award), Leon Kuempel's '29 Town Sedan, Ken Kenewell's '31 Convertible Coupe (Best Open, Late), Dick Chapman's '31 Limousine, Jim Griffin's '32 KA Coupe, Carl Moritz's '34 KA Sedan, Roy Warshawsky's '37 Town Car (Best Closed, Late), Ernest Stern's '38 Convertible Victoria Sedan (Best of Show), Fred Kohlmeyer's '39 4 Door Convertible, Albert Fink's '39 Sedan, Gerald Nau's '22 Phaeton (Oldest Lincoln), Ken Pearson's '23 Phaeton, Hank Harper's '26 Town Car, Speedway Museum's "27 Touring, Dr. Wallace Sadowsky's '28 Phaeton (Best Open, Early), John Brower's '29 Touring, Hubert Franklin's '29 Town Sedan, Paul Van Stratton's '29 Sedan (Best Closed, Early), Howard Hollenbaugh's '29 Phaeton and Joe Rogers' '30 Convertible Derham.

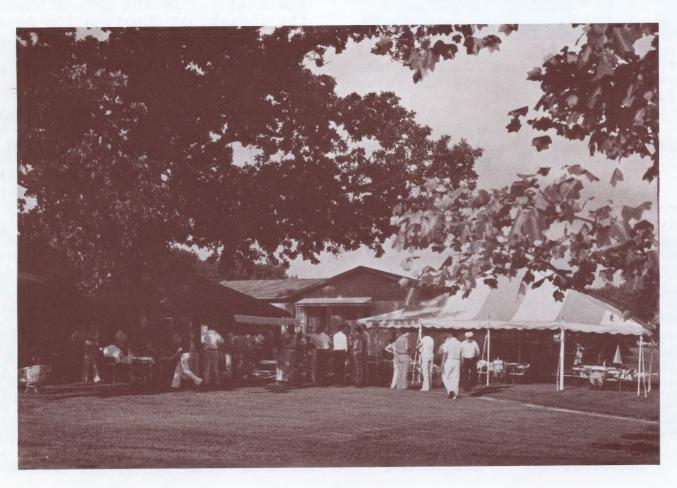








LINCOLN OWNERS MEET AT THE CHAPMANS - INDIANAPOLIS, IND.





 \mathcal{K}_{A}



By: Tom Powels

My name is "Kay", and my great grandfather was a Leland Lincoln, my grandfather was an L Model Lincoln, and my father was a K B Lincoln, I am a K Model Lincoln.

I was born in Detroit in 1935, a type 302 seven passenger touring with a V-12 engine of 414 cubic inches displacement. I weighed in at 5,880 pounds at birth.

My color was, and still is, Royal Blue Dark. In grandfather's day, it was called Cobalt Blue.

I am the last of the seven passenger tourings by Lincoln. My body style was replaced by the convertible sedan, for people were becoming soft by 1935, and very few hardy type people were left that wanted a "touring car." My brother, the "Phaeton", was dropped from the Lincoln line after the 1933 models.

After I was outfitted and thoroughly tested, I was shipped to a Lincoln dealer in Pomona, California. He was very good to me and put me on display at the Fairgrounds there.

The President of the United

States, Franklin D. Roosevelt, came to visit the Los Angeles, California area. I was pressed into service to provide him with a ride in the lead car in the parade through the streets of downtown Los Angeles. After this, I was sold to my first owner, and we had many pleasant rides down Hollywood Boulevard and the surrounding area.

About 1940, Oscar Smitt bought me. He spent much time behind my steering wheel. These were some very enjoyable years.

World War II was over, and in about 1946, Oscar gave me a new coat of Royal Blue Dark paint, and treated me to a new black top.

One day, in circa 1954, I was sitting along the curb stone just sunning myself, on a side street in the town of Venice, California, when suddenly, one of my "great-grand-fathers" screeched up along side of me--a 1921 Leland Lincoln type 104 coupe. Behind the wheel was a man with a large moustache and his eyes were as big as fifty candle power head lamp bulbs, and he was turning a sort of--ah yes, it was sort of a "Royal Blue Dark", for he had

lost his breath completely upon seeing me. He stumbled out from behind the wheel of "great-grand-father" and ran over and just stared at me until it was sort of embarrassing, - and from every angle, no less. He took several pictures of me--front, backside, inside and just all over.

After awhile, he got some of his original color back and started breathing again. This man, I was to find out later, was Tom Powels.

He went up and rang the bell at the house I was parked in front of, but no one was home. I was just parked there by Oscar, who rode to work with the man who lived there.

Tom came back every hour on the hour until he caught up with Oscar. They talked and talked, by now Tom was pleading, but to no avail..... Oscar would not sell.

Much time passed, and Tom still tried every now and then to buy me, but "No" was always the answer.

Then, in about 1960, Oscar / came down with Leukemia and his time was running out. A man by the name of Tony Heinsbergen came to see Oscar one day. Oscar was really down in the dumps and I could not start because of a worn out battery, burnt valves, plugged radiator, burned out generator and in an all out sort of rundown condition exterior wise, and with a sticky throttle too. I was a real sick "cookie."

Oscar said, "I guess it's time to sell." Tony jumped to the rescue and bought me on the spot. Before the week was out, Tom and Tony got together and made a deal for me. I had heard they made many deals on many different Lincolns before, and I found out, even more later.

I thought I was just to be a

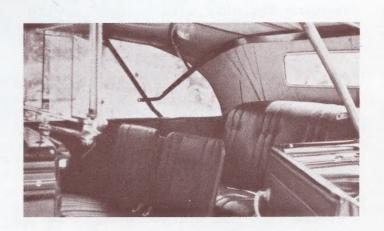
young man's fancy, a sort of "honey pot." But the "romance" isn't over yet. Look for us, Tom and me, at the different Classic Car Club Meets and tours we go on.....Give us a wave as we flash by.

Kay

(The stories of "Felix" and "Kay" by Tom Powels of Reseda, California appeared in the "Side Mount Mirror" CCCA publication, in April and September 1968.)



My family & me - 1968





TECHNICALLY SPEAKING

EDITORS NOTE:

Water Pump Disassembly -----

Ben Carriere, a Lincoln Owner from Canada has submitted a sketch of how to disassemble the water pump by heating the main body casting with a torch. This is a very good method inasmuch as the castings are very fragile and are easily broken in disassembly by any other method.

Ken Pearson

February 22, 1981

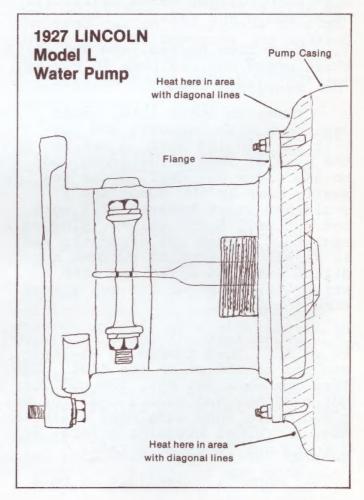
Dear Ken,

Thank you very much for the advice on the '27 Lincoln Model L water pump. Penetrating oil did not have any effect on separating it even though it was totally submerged. Muriatic acid was used full strength which cleaned the castings very well. but did not help to separate them. Heating the pump casing lightly with a brazing tip near the flange, expanded it enough for separation. As you mentioned the castings are very thin, almost fragile. They are some of the finest I've ever seen, free of sand pits, or irregularities.

The shaft I believe is mild steel, the impeller Bronze. The latter secured with a woodruff key, and a chromed #4 tapered pin. Included is a rough drawing which no doubt could stand improvement. If

any of this information is helpful to subscribers of Fork & Blade, or members of L.O.C., please publish it.

Sincerely,
Ben Carrier
4244 Michael Dr.
Prince George, B.C.
P/C V2K1E7



The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the LOC.

FOR SALE

1929 - 1930 L	136" w.b. chassis with springs, front shocks, torque
	tube, complete rear axle with rear brakes, and brake
	linkages. \$350.00 Will sell individual parts.
	Ed Joy, Star Route, Coeur d'Alene, Idaho 83814
	(208) 664-4210

1937 - 1939 K	Trunk lid from factory trunk-back sedan, no handle \$65.00, steering lock assembly \$75.00. Center divider strips for windshield (inner and outer metal moldings), \$30.00. Ignition wire looms (curved tubes only), left and right, \$20.00 each. Robe rail, very nice condition, \$175.00. Ed Joy, Star Route,
	Coeur d'Alene, Idaho 83814 (208) 664-4210

1930 L	7 Passenger Sport Touring - 177 engine over-hauled, some chrome finished, frame in Prime, Body complete new wood almost finished. Car is torn down for
	ground-up restoration. Selling due to other inter-
	ests. Jack Cohen 1507 Oakwood Trl. Indianapolis,

1930 L	Series L, 2 Dr. Victoria with trunk. Ident No.
	65380. Magnificent Restoration. \$32,000.00
	Walter T. Knopf 96 85th St. Brooklyn, N.Y. 11209
	212 748 6731 after 7 PM.

Judkins Berline, some parts missing. Needs complete Restoration. Rough condition. K Town Sedan, original and complete. Needs complete restoration, rough condition. Both valued at above \$20,000. Will sacrifice for \$9,980. or trade for fair to good '32 to '36 Packard or other comparable classic car. Contact: Ed Baker, 535 N. Euclid Ave., Upland, Calif. 91786. Phone 714 982 6184.

FOR SALE

Lincoln Murray V-12 sedan, Sidemounts, wirewheels, trunk rack, trunk. Also has the rare factory freewheeling unit and factory power brakes. Wonderful tour car with lots of power and comfort. A sharp classic Lincoln to enjoy as is or a quick and easy high point restoration. Price \$14,500. Phone calls preferred. Harrison P. Bridge, 40 Yarmouth Road, Chestnut Hill, Mass. 02167. Tel. 617-277-2288 or 617-428-6600.

Lincoln Chassis parts catalogue. Now available - limited supply. Covers all models 1931 thru 1937, but also applies to 1938-39-40. A masterful reproduction of a rare factory original. Over 60 illustrations, 239 pages, all in binder. An invaluable reference tool for authentic restorations and parts hunting. \$70.00 postpaid. Harrison P. Bridge, 40 Yarmouth Road, Chestnut Hill, Mass. 02167.

Windscreen for 1922 Touring, Cowl vent for same, all engine parts except camshaft and fan pulleys and starter-generator, clutch, all gearbox parts, all diff. parts except ring and pinion. Heads early and late types. Colin Drake, 82 Raglan PDE, Warrnambooc 3280 Vic, Australia

WANTED

- Model 129 Sedan. Rear mounted spare wheel carrier for two disc wheels or any bits or even photo of details.

 Bumperette brackets, Kellogg Horn, Voltage overload unit, Fuel gauge or bits, Battery Box or bits, interior center light, crank hole cover, fuel tank cap. Speedometer, Brake Drums for Disc Wheels.-Colin Drake 82 Raglan PDE, Warrnambooc 3280, Vic, Austrailia.
- 1928 L Speedometer Ignition Switch William O. Gile 53 Meriam St. Wakefield, Mass. 01880 617 245 0614
- Seven Pass Sedan. Need headlight buckets, reflectors, bulbs and bulb sockets with wiring. Also need rubber for divided windshield, left rear tail light assembly, left rear vent window wooden frame, and horn relay. Help me restore my classic. Floyd Lambert, 485 University Pl., Corpus Christi, Tx. 78412 512 991 5412

WANTED

1935 K

Brunn Body Dash ashtray, 2 plug wire tubes, luggage rack and trim, cigarette lighter, windshield wiper motors and blades, cam gear for distributor drive. White Post Restorations, White Post, VA 22663 703-837-1140.

Parts for "L" Model Lincolns For Sale

Gaskets - 1928 thru 1930 Set \$76.50 Rebuilt thermostats exchange 129.00 Running board moldings - 1924 thru 1928 - \$100.00 set(strait lgths, not plated)
Rubber Grommets - horn, lights, choke rod, side-mount, etc \$1.00 ea.
Rubber bumpers "frame to axle" - front \$9.00 ea., rear \$9.00 ea. Muffler end machined (1) one front or back \$74.50 3 Muffler tubes not assembled \$150.00. Use asbestos cloth as gaskets to seal ends

of tubes in castings. 3 Bolts with nuts and washers to hold muffler together \$10.00

Muffler front flange \$5.00

Muffler front flange gasket \$1.00

Muffler rear flange \$5.00

Muffler rear flange gasket \$ 1.00

Tail pipes 2" - \$ 20.00 Exhaust pipes - \$ 20.00

Serial number plates for fire wall - \$ 5.00 ea.(plus \$5.00 for numerals)

Serial number plates for starter generator - \$5.00 ea.

Water pump couplers - \$3.00., 4 required per car Bearing bolt locks - .50¢ ea.

Fan Belts for Model L - \$9.00 ea. Radiator hose spring - \$5.00

Hood hinges - \$40.00 per set (unplated)

Distributor (no cap) 1931 - 32 V8 - \$50.00

Lincoln headlights 1922 thru 1926 \$22.00 ea. body only, no bezel - spinning only, no machining.

Lincoln tailights 1922 thru 1926 \$15.00 ea. body & bezel, spinning only, no machining.

Lincoln headlights rims (door) 1922 thru 1926 \$15.30ea. Exterior spinning only, no machining.

Valve springs \$2.50 ea 16 springs = 1 set Straight grease fittings \$ 2.00 ea. 90 degree grease fittings \$3.00 ea. Dust covers .75 ea. Buffalo rear spare tire castings. Lincoln Lapel pins \$2.50

ALL PRICES ARE PLUS SHIPPING*

Wauconda Auto Antiques Box 189 Huntley Rd. Algonquin, Ill. 60102 312 658 4588

LINCOLN OWNER'S CLUB, INC.



Dear Lincoln Owner, Dues will soon be due. Please return this Roster Form to up-date our records.

Use this form also to list any comments, ads or suggestions.

Return to: Box 189, Algonquin, Ill. 60102

1981 ROSTER INFORMATION

CITY	.55	STATE	ZIP		PHONE_	
	LINCOLN		SERIAL N	O BODY	STYLE &	MAKER

SERVICE & PARTS INFORMATION

COMMENTS, ADS OR SUGGESTIONS FOR THE FORK & BLADE

CYCLE AND AUTOMOBILE TRADE JOURNAL.

Lincoln Gasoline Cars.

Made by the Lincoln Motor Vehicle Co., Lincoln, Ili. LINCOLN 10-12 H. P. CHASSIS.

Motor 2-cylinder, horizontal, air cooled, 4-cycle, 10-12 H. P., 4 1-16-inch bore and stroke; located under body on cross bars to sub-frame; automatic intake valves, and mechanically operated exhaust valves, located on side of cylinders; bronze crank and cam shaft bearings; mechanical oller; jump spark ignition by dry cells; planetary transmission, 3 speeds forward, direct on high; chain drive; 72-inch wheel base; bronze transmission bearings; live rear axie; tires 1½ inches, wheels, 40 inches; phosphor bronze bearings; full-elliptic springs, 36x1½-inch, 5 leaves front. 36x1½ inches, 4 leaves in rear; rack and pinion steering gear; brakes on differential operated by lever, and on transmission by foot pedal; spark and throttle control on transmission by foot pedal; spark and throttle control on transmission by foot pedal; spark and throttle control on transmission by foot pedal; spark and throttle control on transmission by foot pedal; spark and throttle control on transmission by foot pedal; spark and throttle control on transmission by foot pedal; spark and throttle control on transmission by foot pedal; spark and throttle control on transmission by foot pedal; spark and throttle control on transmission by foot pedal; spark and throttle control on transmission by foot pedal; spark and throttle control on transmission by foot pedal; spark and throttle control on transmission by foot pedal; spark and throttle control on transmission by foot pedal; spark and throttle control on the control of the co



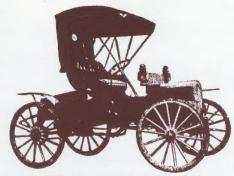
LINCOLN BUGGY MODEL A, \$550.

This model uses the 2-cylinder, 10-12 H. P. chassis, seats 2 persons; weight, 850 pounds; equipment, top, lamps, horn and tools.

LINCOLN 16-18 H. P. CHASSIS.

Motor, 16-18 H. P., 2-cylinder, horizontal, air cooled, 4-cycle. 4½-inch bore and stroke, located under hood; mechanically operated valves; bronze crank and cam shaft bearings; mechanical olier: Ignition by dry cells and magneto; planetary transmission, three speeds forward, direct on high; shaft drive; front axie mounted on Timken roller bearings and rear axie on Hess-Bright ball bearings; wheel base, 82 inches; tires, 13½ inches, wheels, 40 inches; on roller bearings; frame, 2x2½ inches, angle iron; full-

elliptic springs, 36x1½ inches, 4 leaves, front and rear; rack and pinion steering gear; two band brakes on rearhubs operated by foot pedal; throttle and spark control levers on steering wheels; 6 gallon gasoline tank under seat.



LINCOLN MODEL B RUNABOUT, \$700. This model uses the 2-cylinder, 16-18 H. P. chassis, seats 2 persons; weight, 1350 pounds; equipment, same as for model A.

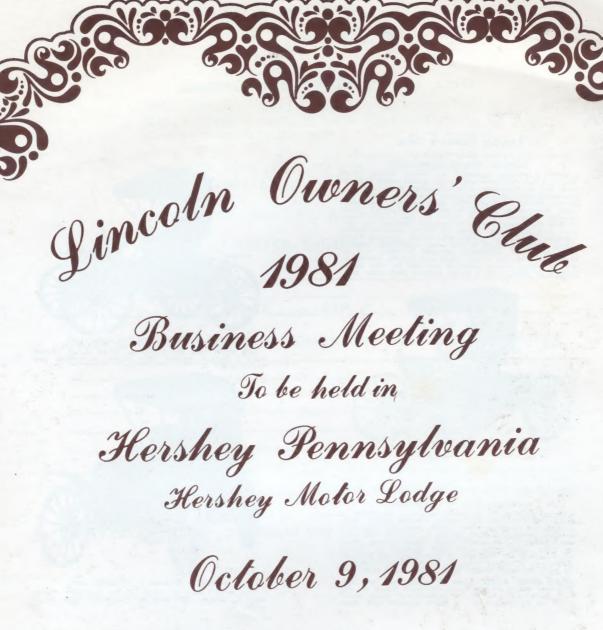


LINCOLN MODEL C SURREY, \$800. This model uses the 16-18 H. P., 2-cylinder chassis, seats 4, weighs 1400 pounds, equipment, same as for model A.

You thought your Lincoln was old!

The models above were advertised in the March 1909 Cycle and Automobile Trade Journal. Affordable and Classy!





Be active in your club. Lincoln Owners' Club needs new officers for 1982 and the future. Help make Lincoln Owners' Club the Lincoln Club you want it to be by volunteering to be an ACTIVE officer in 1982. If you are interested and will contribute to our future club growth please contact club secretary at Lincoln Owners' Club P.O. Box 189, Algonquin Illinois 60102